

CIRCULATION ELEMENT
of the
RIC DELL GENERAL PLAN
1977

00 01582
INSTITUTE OF GOVERNMENT
STUDIES LIBRARY
DEC 5 2000

UNIVERSITY OF CALIFORNIA

CITY COUNCIL ADOPTION - October 18, 1977
PLANNING COMMISSION APPROVAL - August 25, 1977

Preparation of this element was funded in part by Grant 1008.302 furnished by the California Governor's Office of Planning and Research in cooperation with the U.S. Department of Housing and Urban Development, under the provisions of Section 701 of the Housing and Community Development Act of 1974.

RIO DELL CIRCULATION ELEMENT

CITY COUNCIL

Ralph Roberts, Mayor

Millard Barisdale, Vice-Mayor

Walter Close

Gary Thrap

Frank Cardoza

PLANNING COMMISSION

Norman Ambrosini, Chairman

Carroll Horner, Vice-Chairman

Paul Primifiore *

Lasca Withrow

Richard Parsells

CITY ADMINISTRATOR

Dale Livingston

CITY PLANNER

Matt Morris, Five Cities Circuit Team

* Resigned

CIRCULATION ELEMENT

Involved Staff

Glen Summerfield, Public Works Director, Rio Dell

Matt Morris, City Planner, Five Cities Circuit Team

Bill Black, Administrative Assistant, Five Cities Circuit Team

Pamela Goodwin, Circuit Secretary, Five Cities Circuit Team

John Schwabe, Planning Intern

Tim Hanan, Planning Intern

Dave Anderson, Planning Intern

Joel Canzoneri, Planning Intern

The following table shows the results of the
survey conducted in the year 1940-1941.
The table is divided into two main sections,
the first of which is headed "General
Information" and the second "Detailed
Information". The first section contains
the following items: Name, Address,
Age, Sex, Occupation, and Marital
Status. The second section contains
the following items: Education, Income,
Expenditure, and Savings.

RIO DELL GENERAL PLAN CIRCULATION ELEMENT

	Page
I. Introduction	1
NEED	1
Present	1
Future	2
II. Policy Plan	
Circulation Goals of the City of Rio Dell	2
OBJECTIVES	2
Regional Cooperation	2
Program Capital Improvements	2
Public Transit	2
Roads	2
Parking	3
POLICIES	3
Parking	3
Curbs, Gutters, and Sidewalks	3
Residential	4
Commercial	5
Bikeways	5
Class III routes	5
Shared Bikeway Criteria (Class III bikeway)	5
Class II (bike lane) routes	6
Restricted Bikeway Criteria	6
Lane Width	6
Future Width Lines	6
Hillside Street & Roads	7
General Plan Correlation	7
Land Use Element	7
Housing Element	7
Noise Element	7
Public Safety Element	7
Circulation and the Scenic Highway Element	8

RIO DELL GENERAL PLAN CIRCULATION ELEMENT

	Page
Vista Point	8
Community Enhancement	8
New Development	8
Downtown Beautification	8
Open Space and Conservation Element	8
Goals and Objectives	8
Open Space Principles	8
Capital Improvements Programming and Budgeting	9
Need	9
Policy	9
CIP Start-up Year	9
Following CIP's	9
III. STANDARDS BY MODE	10
Rail	10
Air	10
Transit	10
Non Motorized	10
Bicycle	10
Sidewalks	11
Subdivision Street Standards	11
Curbs and Gutters	11
Sidewalks	11
Driveways	14
Street Lights	14
Street Name Signs	14
Street Trees	14
Utilities	14
Street Alignment	14
Survey Monuments	14
Drainage Requirements	15
Hillside Subdivisions	15

Page

1	1950-1951
2	1951-1952
3	1952-1953
4	1953-1954
5	1954-1955
6	1955-1956
7	1956-1957
8	1957-1958
9	1958-1959
10	1959-1960
11	1960-1961
12	1961-1962
13	1962-1963
14	1963-1964
15	1964-1965
16	1965-1966
17	1966-1967
18	1967-1968
19	1968-1969
20	1969-1970
21	1970-1971
22	1971-1972
23	1972-1973
24	1973-1974
25	1974-1975
26	1975-1976
27	1976-1977
28	1977-1978
29	1978-1979
30	1979-1980
31	1980-1981
32	1981-1982
33	1982-1983
34	1983-1984
35	1984-1985
36	1985-1986
37	1986-1987
38	1987-1988
39	1988-1989
40	1989-1990
41	1990-1991
42	1991-1992
43	1992-1993
44	1993-1994
45	1994-1995
46	1995-1996
47	1996-1997
48	1997-1998
49	1998-1999
50	1999-2000
51	2000-2001
52	2001-2002
53	2002-2003
54	2003-2004
55	2004-2005
56	2005-2006
57	2006-2007
58	2007-2008
59	2008-2009
60	2009-2010
61	2010-2011
62	2011-2012
63	2012-2013
64	2013-2014
65	2014-2015
66	2015-2016
67	2016-2017
68	2017-2018
69	2018-2019
70	2019-2020
71	2020-2021
72	2021-2022
73	2022-2023
74	2023-2024
75	2024-2025
76	2025-2026
77	2026-2027
78	2027-2028
79	2028-2029
80	2029-2030
81	2030-2031
82	2031-2032
83	2032-2033
84	2033-2034
85	2034-2035
86	2035-2036
87	2036-2037
88	2037-2038
89	2038-2039
90	2039-2040
91	2040-2041
92	2041-2042
93	2042-2043
94	2043-2044
95	2044-2045
96	2045-2046
97	2046-2047
98	2047-2048
99	2048-2049
100	2049-2050

RIO DELL GENERAL PLAN CIRCULATION ELEMENT

	Page
Right-of-Way Standards	16
APPENDICES	
A - "New Street" Diagrams	17
B - Trip End Generation Rates by Land Use	21
C - Potential Traffic Generation Data Core	22
D - Mandated Capital Improvement Programming	27

1970

1971

1972

1973

1974

1975

CIRCULATION ELEMENT

INTRODUCTION

The safe movement of people and goods is essential to every community. The demands placed on the City's circulation system of streets, roads and highways result from individual choices. Among these choices are where people live, where they work, where they shop, and how they travel from one place to another.

NEED

Because these trips are the lifeblood of our communities, the legislature decided in 1955 that each city and county should prepare as part of its General Plan:

"A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities, all correlated with the land use element of the Plan."

Such an element was part of the 1968 General Plan. In 1976 the City Council directed that the Circulation Element be revised.

Present

An inventory of the Rio Dell street and sidewalk system was undertaken during 1975-76 by student interns from Humboldt State University.

The street width map (C-1) indicates that within Rio Dell's public and private street system, there were:

	<u>Approximately</u>
Streets 13 feet or less in width:	6,000 feet [±]
Streets 20 feet or less in width, but more than 13 feet wide:	15,000 feet [±]
Streets more than 20 feet in width:	<u>45,000 feet[±]</u>
Total length	66,000 feet [±]

Improvements of right of way edges included those with:

Full improvements (curbs, gutters, and sidewalks):	17,700 feet [±]
Partial improvements (curbs, and gutters only):	20,600 feet [±]
Partial improvements (sidewalks only):	<u>1,300 feet[±]</u>
Total	39,600 feet [±]

Future

In an "era of fiscal limitations" identified by Governor Brown, California cities are placed in the unenvied position of having less resources to use in meeting the demands and needs of tourists, residents, and out-of-town shoppers. In addition, the quality of residential environments must be maintained while facilitating accessibility to all parts of the city.

CIRCULATION GOALS of the CITY OF RIO DELL

- . Provide a street system that considers the neighborhood as the basic planning unit.
- . Develop a balanced transportation system of streets, public transit, and a freeway.
- . Develop adequate off-street parking facilities in appropriate locations, and continue transportation planning on a local and regional basis.
- . In light of new technology and changing desires of Rio Dell's citizens, continue long-range land-use and transportation studies by the City Council, Planning Commission and HCAOG, to evaluate the future role of transportation in Rio Dell and the region.
- . Maximize return on capital investments in city infrastructure.
- . Plan for an adequate system of bicycle lanes and trails.

OBJECTIVES

Regional Cooperation

To maximize regional cooperation by adopting the HCAOG Regional Transportation Plan (by reference) as a portion of Rio Dell's Circulation Element. Where there are conflicts between the documents, the Circulation Element's text, maps, or amendments will be binding.

Public Transit

Intercity service would be provided, where feasible, by joint powers agreement to serve college and university students, workers, and shoppers, etc. The Humboldt Transit Authority (HTA) currently fills this role.

Program Capital Improvements

- . Plan and Program investments in new city infrastructure and maintenance to result in coherent development assisting and fulfilling city plans.

Roads

- . Capacity, safety and structural improvements made to upgrade the roads based on existing travel needs.
- . New and/or improved roads constructed to provide adequate access, including ingress and egress, to newly developing areas in accordance with the City's General Plan.

Parking

- . Keep congestion problems from strangling downtown.
 - . Additional off-street parking facilities developed in the Downtown Area.
 - . Adequate parking provisions for residents of Ric Dell and Scotia seeking to patronize downtown business.
 - . Adequate parking provisions appealing to the travelling public, and allowing them to purchase needed items in Ric Dell.
- . Maintain existing level of business:
 - . Establishments
 - . Sales Volume
 - . Sales tax revenues for the City.
- . Allow a steady increase in volume and variety of downtown business establishments through provisions of appealing well-sited, & adequate off-street parking.
- . Utilize appropriate and feasible methods of acquiring and developing off-parking facilities.
- . Development of a bikeway master plan for the City of Ric Dell. This bikeway plan will be a segment of the Circulation Element upon adoption by the City Council.

POLICIES

Parking

- . Development of additional off-street parking facilities in the Downtown Area.
- . Maximum utilization of private voluntary cooperation (Chamber of Commerce, downtown merchant groups, etc.).
- . Maximum utilization of developer donation.
- . Utilization of funding options for redevelopment of downtown (HUD Community Development Block Grants, and tax-increment bonding when feasible, as part of a possible "Core Area Redevelopment Program.").
- . Possibility of forming a special downtown improvement district to raise funds for rehabilitating the core area.
- . A Parking Zone (P-1) should be developed, and deemed consistent with high-density land-use within one block of Wildwood Avenue south of Davis Street.

Curbs, Gutters, Sidewalks (NOTE: This Section should be amended where the final Council-City Engineer policy on the Goddi Sidewalk differs. The Council policy should be inserted here.)

SECRET

1. The following information was obtained from the source.

2. The source has provided reliable information in the past.

3. The source has provided reliable information in the past.

4. The source has provided reliable information in the past.

5. The source has provided reliable information in the past.

6. The source has provided reliable information in the past.

7. The source has provided reliable information in the past.

8. The source has provided reliable information in the past.

9. The source has provided reliable information in the past.

10. The source has provided reliable information in the past.

SECRET

SECRET

11. The source has provided reliable information in the past.

12. The source has provided reliable information in the past.

13. The source has provided reliable information in the past.

14. The source has provided reliable information in the past.

15. The source has provided reliable information in the past.

16. The source has provided reliable information in the past.

17. The source has provided reliable information in the past.

18. The source has provided reliable information in the past.

19. The source has provided reliable information in the past.

20. The source has provided reliable information in the past.

(S) (U) (C) (S) (U) (C) (S) (U) (C)

Curbs, Gutters, Sidewalks (Cont.)

- . It is the policy of the City of Rio Dell that where a building permit is required for construction on a private drive, a 40 foot setback (from the centerline of the future street) is required. The first 20 feet from the centerline will be used for street, curb, gutter, utility and sidewalk uses, with the usual 20 foot setback for construction.
- . It is the policy of the City of Rio Dell that sidewalks, curbs and gutters be constructed as per specifications of the California Department of Transportation as modified by streets standards issued by the California League of Cities.
- . It is the policy of the City of Rio Dell that curbs, gutters and sidewalks will be required for all new construction located on any city street, or any private drive, road, or way, etc. where an irrevocable offer of dedication has been made to the City.
- . Building permits for structures will be issued only when submitted plans include installation of sidewalks, curbs, and gutters (where none exist presently). The final inspection and certificate of occupancy shall not be signed by the Public Works Director until the above mentioned and required concrete work is completed to his satisfaction.

Residential

- . Subdivision designs for land abutting arterial streets is of particular importance to the City. This is because the City wishes to prevent "commercial strip zoning" in residential neighborhoods.
- . Marginal access streets may be required between residential lots and the arterial street, or
- . Lots adjacent to an arterial should be made extra deep, and face away from that street, with "screen" planting, parkstrips, block walls, or other measures along the rear to protect residents from the detrimental effects of highway traffic.
- . In general, streets should intersect as nearly as possible at right angles, both for reasons of traffic safety and to avoid difficult lotting problems.
- . Intersections of minor streets to major streets should be kept to a minimum.
- . Corners at intersections should be rounded, with a radius of 20-25 feet, so as to facilitate turning movements.
- . Tangents of 100-200 feet (depending on the type of street and speed of travel) should be provided between reverse curves (where a street first curves in one direction and then curves in the other direction).

General Summary of the Project

The purpose of this project is to develop a comprehensive system for the management of the company's financial data. The system will be designed to handle all aspects of the company's financial operations, including the recording of transactions, the calculation of financial statements, and the generation of reports. The system will be developed using the latest technology and will be designed to be easy to use and efficient.

The system will be developed in a modular fashion, allowing for the addition of new features and the modification of existing ones. The system will be designed to be scalable, allowing for the handling of a large volume of data. The system will be designed to be secure, protecting the company's financial data from unauthorized access.

The system will be developed using a combination of programming languages and database management systems. The system will be designed to be flexible, allowing for the handling of a wide range of financial data. The system will be designed to be reliable, ensuring that the company's financial data is always available and accurate.

The system will be developed using a combination of programming languages and database management systems. The system will be designed to be flexible, allowing for the handling of a wide range of financial data. The system will be designed to be reliable, ensuring that the company's financial data is always available and accurate.

Objectives

The objectives of this project are to develop a system that will allow the company to manage its financial data more effectively. The system will be designed to be easy to use and efficient, allowing for the quick and accurate recording of transactions and the calculation of financial statements.

The system will be designed to be scalable, allowing for the handling of a large volume of data. The system will be designed to be secure, protecting the company's financial data from unauthorized access.

The system will be developed using a combination of programming languages and database management systems. The system will be designed to be flexible, allowing for the handling of a wide range of financial data. The system will be designed to be reliable, ensuring that the company's financial data is always available and accurate.

The system will be developed using a combination of programming languages and database management systems. The system will be designed to be flexible, allowing for the handling of a wide range of financial data. The system will be designed to be reliable, ensuring that the company's financial data is always available and accurate.

The system will be developed using a combination of programming languages and database management systems. The system will be designed to be flexible, allowing for the handling of a wide range of financial data. The system will be designed to be reliable, ensuring that the company's financial data is always available and accurate.

The system will be developed using a combination of programming languages and database management systems. The system will be designed to be flexible, allowing for the handling of a wide range of financial data. The system will be designed to be reliable, ensuring that the company's financial data is always available and accurate.

The system will be developed using a combination of programming languages and database management systems. The system will be designed to be flexible, allowing for the handling of a wide range of financial data. The system will be designed to be reliable, ensuring that the company's financial data is always available and accurate.

Residential (Cont.)

- . Desired street right-of-way widths for various types of streets are shown in Chart 1.
- . Any new cul-de-sac in the City of Rio Dell will extend no more than 400 or 500 feet from a connecting street to the center point of the turnaround.
- . Each cul-de-sac in the City should have a turnaround at its dead end. The turnaround shall have a minimum radius of 45 feet, to include 40 feet (80 feet on a diameter basis) of paving, a curb and gutter section, and a 3 foot wide sidewalk.

Commercial

- . Commercial and industrial alleys shall be at least 20 feet in width and designed so as to facilitate ingress and egress of delivery trucks and vans.
- . Frontage roads will be encouraged within Freeway Commercial and Industrial Park land-uses, to maximize efficient land utilization of rear areas not fronting onto collector street or a freeway interchange. These frontage roads may be public right-of-ways, or private circulation systems utilized by the general public.

Bikeways

- . The first step in developing a bikeway system is usually placing signs along a designated bike route. This type of bikeway is called a Class III Bikeway.
 - . Class III routes
 - . Generally Class III routes should indicate:
 - . Routes with low traffic volume connecting activity centers.
 - . Routes with low traffic volume also having acceptable slope angles, or
 - . Recreational routes with the possibility of scenic views, continuity to points of of recreational interest, and recreational facilities.
 - . To drivers that cyclists must be anticipated.
 - . Typically do little to insure bicycle safety.
 - . Shared Bikeway Criteria (Class III Bikeway)
 - . Average daily traffic (ADT) of less than 1000 motor vehicles.
 - . Bicycle volume is moderate, or will be once the routing and signing channels and encourages bicycle riders.
 - . Truck volume is low (less than 5% of ADT).

Introduction

The purpose of this study is to investigate the effects of the proposed system on the performance of the system. The study is divided into two main parts: a theoretical analysis and an experimental evaluation. The theoretical analysis is based on the principles of the system and the experimental evaluation is based on the results of the experiments. The results of the experiments show that the proposed system has a significant positive effect on the performance of the system. The theoretical analysis also shows that the proposed system is more efficient than the existing systems. The results of the study show that the proposed system is a promising solution for the problem of the system.

Background

The background of this study is the problem of the system. The problem is that the existing systems are not able to handle the large amount of data that is generated by the system. This leads to a significant decrease in the performance of the system. The proposed system is designed to solve this problem by using a new approach. The new approach is based on the principles of the system and the results of the experiments. The results of the study show that the proposed system is a promising solution for the problem of the system.

Methodology

The methodology of this study is based on the principles of the system and the results of the experiments. The study is divided into two main parts: a theoretical analysis and an experimental evaluation. The theoretical analysis is based on the principles of the system and the experimental evaluation is based on the results of the experiments. The results of the experiments show that the proposed system has a significant positive effect on the performance of the system. The theoretical analysis also shows that the proposed system is more efficient than the existing systems. The results of the study show that the proposed system is a promising solution for the problem of the system.

The study is divided into two main parts: a theoretical analysis and an experimental evaluation. The theoretical analysis is based on the principles of the system and the experimental evaluation is based on the results of the experiments. The results of the experiments show that the proposed system has a significant positive effect on the performance of the system. The theoretical analysis also shows that the proposed system is more efficient than the existing systems. The results of the study show that the proposed system is a promising solution for the problem of the system.

The results of the study show that the proposed system is a promising solution for the problem of the system. The theoretical analysis also shows that the proposed system is more efficient than the existing systems. The results of the study show that the proposed system is a promising solution for the problem of the system.

- . Adequate space available in the width of the outside lane.
- . 85% of average daily traffic travels at 32 mph or less.
- . Bike Lanes (Class II Bikeways)
 - . Bike lanes will be designated by the Rio Dell City Council to separate bicycle traffic and motor vehicle flows, upon the advice and recommendation of the Planning and/or Park and Recreation Commission, and the Director of Public Works.
- . Restricted Bikeway Criteria (Wildwood Avenue and Davis Street)
 - . More than 1000 average daily traffic (ADT).
 - . Bicycle volume high (only Center Street currently has this characteristic).
 - . Truck volume is moderate to heavy (more than 5% of average daily traffic consists of trucks).
 - . Adequate space available in the width of the outside lane.
 - . 85% of the average daily traffic travels at 40 mph or more.
- . Lane Width
 - . No bicycle lane should be less than 4' in width.
- . Future Width Lines
 - . Future width lines are hereby established and shall apply to those streets designated and shown on the minimum right-of-way standards map, which is on file in the office of the Rio Dell City Clerk. The future width lines shall be established so that one-half of the distance shown on the minimum Right-Of-Way Standards Map shall be on each side of the centerline of the original right-of-way.
 - . From and after the date of establishing any future width line, all yards required by the zoning ordinance will be measured from the future right-of-way lines instead of the existing front or side property lines of each lot.
 - . Where no yard is required under the terms of the ordinance, no building shall be erected or moved nearer to the front or sideline of any lot than the future width line of that street.

There is a great deal of work to be done in the field of the history of the United States. It is a field which has not been fully explored, and it is one which is of great importance to the people of this country.

The history of the United States is a story of the struggle for freedom and independence. It is a story of the people who have fought for the rights of the individual, and for the rights of the nation. It is a story of the people who have built this country, and who have made it what it is today.

The history of the United States is a story of the people who have fought for the rights of the individual, and for the rights of the nation. It is a story of the people who have built this country, and who have made it what it is today.

The history of the United States is a story of the people who have fought for the rights of the individual, and for the rights of the nation. It is a story of the people who have built this country, and who have made it what it is today.

The history of the United States is a story of the people who have fought for the rights of the individual, and for the rights of the nation. It is a story of the people who have built this country, and who have made it what it is today.

The history of the United States is a story of the people who have fought for the rights of the individual, and for the rights of the nation. It is a story of the people who have built this country, and who have made it what it is today.

The history of the United States is a story of the people who have fought for the rights of the individual, and for the rights of the nation. It is a story of the people who have built this country, and who have made it what it is today.

The history of the United States is a story of the people who have fought for the rights of the individual, and for the rights of the nation. It is a story of the people who have built this country, and who have made it what it is today.

. Hillside Streets and Roads

- . Upon recommendation of the City Engineer, the City Council may designate smaller right-of-ways, travelled ways, and/or sidewalks where the Public Safety Element of the Rio Dell General Plan identifies areas of low or moderate slope stability.
- . The above could reduce the volume of cutting-and-filling connected with hillside streets and roads.

. General Plan Correlation

1. Land Use Element

Based on allowances permitted by the Land Use Element Map, the City street classification system would be as shown on Map C-3 and Chart 1.

Based on the Street Classification System, the Minimum right-of-way standards map (C-4) should be implemented when rezoning and subdivision applications are approved. This may be accomplished by requiring dedication of deficient rights-of-way, and appropriate improvements as a condition of approval.

Land Use Elements amendments occurring in the future should be examined in light of what impact the proposal might have on the circulation system.

2. Housing Element

Convenient access to housing, and a minimum volume of "through-traffic" on local residential streets are the basic housing-circulation concerns of municipal government.

The generation of traffic by housing and other land-uses should be considered when evaluating the function, capacity and needs of various city streets.

3. Noise Element

The Noise Element identifies noise from various transportation modes in the Rio Dell area.

The Noise Element noted that with the opening of the U.S. 101 Freeway, the City now has "the opportunity to redefine traffic and land-use relationships along Wildwood Avenue with the possibility of increased parking and creation of a more comfortable shopping environment."

4. Public Safety Element

The State-mandated Safety and Seismic Safety Elements were combined into a Public Safety Element in Rio Dell. The Public Safety Element includes specific recommendations that are hereby included by reference: 7, 14, 15, 16, 17, 18, 20, 21, 22, 23, 33, 34, 35, 38, 39, and 43.

Introduction

The purpose of this report is to provide a comprehensive overview of the current state of the market for [Product/Service]. The report will analyze the market environment, identify key trends, and provide recommendations for [Company/Entity].

The report is organized as follows: Section 1 provides an overview of the market; Section 2 discusses the market environment; Section 3 identifies key trends; and Section 4 provides recommendations.

Market Overview

1.1 Market Definition

The market for [Product/Service] is defined as the total demand for [Product/Service] in the [Geographic Area]. The market is characterized by [Key Characteristics]. The market is currently in a [Market Stage] and is expected to grow at a rate of [Growth Rate] over the next [Time Period].

The market is currently dominated by [Key Players], who account for [Percentage] of the total market. The market is expected to be increasingly competitive over the next [Time Period].

1.2 Market Segmentation

The market can be segmented into [Number] segments based on [Criteria]. The segments are: [Segment 1], [Segment 2], [Segment 3], [Segment 4], and [Segment 5]. Each segment has its own unique characteristics and is expected to grow at a rate of [Growth Rate] over the next [Time Period].

1.3 Market Trends

The market is currently experiencing several key trends, including [Trend 1], [Trend 2], [Trend 3], [Trend 4], and [Trend 5]. These trends are expected to continue over the next [Time Period] and will have a significant impact on the market.

Market Environment

The market environment is characterized by [Key Factors]. The market is currently in a [Market Stage] and is expected to grow at a rate of [Growth Rate] over the next [Time Period]. The market is expected to be increasingly competitive over the next [Time Period].

5. Circulation and the Scenic Highway Element

The various proposals of the Scenic Highway Element are consistent with the Circulation Element:

Vista Point

Designations of a vista point and access road, as per recommendation Number 3 of the Scenic Highways Element has not yet occurred. When the specific designation is made, it could become an amendment to the Circulation and Scenic Highway Elements of the General Plan.

Community Enhancement

As per recommendation Number 5 of the Scenic Highways Element, the City should encourage the enhancement and beautification of City streets.

New Development

This enhancement and beautification effort should include developer provision of street trees and landscaping in new developments and all minor and major subdivisions. Another portion of the program involves landscaping, natural feature utilization, and planting of "street trees" in the public right-of-ways.

Downtown Beautification

Consistent with the revised function of Wildwood Avenue (old U.S. 101), "installation of attractive street lights, landscaping, street trees, benches, and even public restrooms should be considered as part of an effort to give the downtown area a distinctive identity and to encourage owners to improve the condition and appearance of their business properties."

6. Open Space and Conservation Element

Various portions of the Conservation and Open Space Element are consistent with the Circulation Element, and are included in this Element:

Goals and Objectives

"All public and private facilities should be developed to high standards of design."

"Provide increased public access to, and recreational use of, the Eel River."

Open Space Principles

"A coordinated system of trails for pedestrians, bikes and horses should be developed."

Section 1: Introduction

The purpose of this report is to provide a comprehensive overview of the current state of the market and to identify key trends and challenges.

Section 2: Market Overview

The market has experienced significant growth over the past year, driven by strong demand and favorable economic conditions. Key factors influencing the market include technological advancements, changing consumer preferences, and global trade dynamics.

Section 3: Key Trends

Several key trends are shaping the market landscape. These include the increasing adoption of digital technologies, the rise of sustainable and ethical consumption, and the growing importance of data-driven decision making.

Section 4: Challenges

Despite the positive growth, the market faces several challenges. These include intense competition, fluctuating raw material prices, and the impact of global economic uncertainty. Companies must adapt to these challenges to maintain their competitive edge.

Section 5: Recommendations

Based on the findings of this report, several recommendations are made. Companies should focus on innovation and digital transformation to enhance efficiency and customer experience. Additionally, they should consider diversifying their supply chains to mitigate risks associated with global trade.

Section 6: Conclusion

In conclusion, the market remains a dynamic and evolving environment. While challenges exist, the overall outlook is positive. Companies that embrace change and innovation will be best positioned to succeed in the future.

Section 7: Appendix

This section contains supplementary information, including detailed data tables, charts, and additional analysis. It provides a more in-depth look at the market data presented in the main body of the report.

Section 8: References

The following references were consulted during the preparation of this report. They provide additional context and support for the data and conclusions presented.

"Open space should be extended along, under, or over major transportation facilities serving Rio Dell."

Capital Improvements Programming and Budgeting

1. Need

The need to maximize the quantity and quality of City streets (the essential core of a circulation system) can best be met by an efficient utilization of resources. The procedure mandated by the State is best known as a "Capital Improvements Program," or CIP Budget. The mandate for CIP's is detailed by Sections 65401 and 65402 of the Government Code (contained in Appendix D).

2. Policy

a. Starting a Capital Improvements Program

1. The City Council will receive nominations for (public works) projects to be included in the Rio Dell Capital Improvements Program Budget (CIP). Nominations will come from the City Administrator, Public Works Director, and City Engineer, and any other person or group requested to do so by the City Council.

2. The nominated projects, their associated costs, justifications, and potential sources of funding will be evaluated by the City Council with the assistance of staff.

This Council-staff evaluation will assist the City Council to rank projects by priority, and availability of funding.

3. The staff will utilize the priority ranking of projects to compile a program for funding and implementing (the highest priority) projects during the next six years. The Capital Improvement Program Budget includes the current or up-coming fiscal year, and reflects the funding source for each proposed project (gas tax, general fund, general revenue sharing, grants, loans, etc.).

After completion, the tentative CIP is forwarded to the Planning Commission. The Commission reviews the tentative CIP for consistency with the General Plan.

The Commission's non-binding recommendations must be submitted to the City Council within 40 days of referral.

- b. Continuing a Capital Improvement Program
 1. Every spring the City staff should prepare a list of needed capital projects that were not included in the current CIP. The supplemental list should be accompanied by the information necessary for thorough Council review.
 2. The Council should review this material, and direct that a new capital improvements program reflect changing priorities, needs, and funding opportunities that occurred during the current fiscal year. As before, the (new) capital improvements program budget will involve specific line-items for inclusion in the upcoming fiscal year, with stipulated sources of funding, and will give perspective to priority projects that are scheduled for the five years following the upcoming fiscal year.
 3. The "rolling" nature of the CIP development (annually adding an additional year to the program) will assure perspective and assist in utilizing grant opportunities that arise unexpectedly.

STANDARDS BY MODE

1. Rail. The Rail routing, service level, and land use interface policies of the City of Rio Dell are found in the Regional Transportation Plan of the Humboldt County Association of Governments (HCAOG), as amended, unless otherwise noted.
2. Air. The Air routing and service level policies of the City of Rio Dell are found in the HCAOG Regional Transportation Plan as amended, unless otherwise noted at a later date by City Council Resolution.
3. Transit. The City of Rio Dell is a participating partner in the Humboldt Transit Authority. The Authority, formed by a joint powers agreement, will be the vehicle for providing regional transit service to the Residents of the Rio Dell area. Greyhound Buslines also provides long-haul transportation in and out of the region.
4. Non Motorized.
 - a. Bicycle

Specific bicycle standards addressed in Rio Dell's needs and situation should be developed in

the future. This could be as part of a bicycle plan prepared by the Association of Governments or the City.

b. Sidewalks

Sidewalks shall be constructed throughout the City, with the manner, timing, and financing as provided by a future Council Resolution, or City Sidewalk Ordinance. The basic width and thickness standards shall be as found in point 2 of the Subdivision Street Standards section below.

5. Subdivision Street Standards*

a. CURBS AND GUTTERS. Integral Portland Cement Concrete (PCC) curbs and gutters shall be required throughout. Vertical curbs, 6" in height shall be used. The curb height may be increased to 8" where approved by the engineer for drainage conditions. Gutters shall be at least 18" in width. Tops of opposite curbs shall preferably be level at any station outside the intersection proper.

b. SIDEWALKS. PCC sidewalks shall be required throughout with the following minimum dimensions.

Thickness	3-5/8"	Width	
		Arterial	6'
		Collector	5'
		Minor & Cul-de-sac	4'6"
(Width dimension does not include top of curb section)			

* Source: "Street Standards Guide for California Cities," League of California Cities, 1967, pp. 15-16.

The report was made to the Board of Directors of the company on the 15th day of January, 1900.

4. Statement of Assets and Liabilities

The assets of the company as of the 31st day of December, 1900, were as follows: Cash, \$100,000; Accounts Receivable, \$50,000; Inventory, \$25,000; Fixed Assets, \$100,000; Total, \$275,000. The liabilities of the company as of the 31st day of December, 1900, were as follows: Accounts Payable, \$25,000; Notes Payable, \$50,000; Total, \$75,000. The net assets of the company as of the 31st day of December, 1900, were \$200,000.

5. Statement of Income and Expenses

The income of the company for the year ended December 31, 1900, was as follows: Sales, \$1,000,000; Other Income, \$50,000; Total, \$1,050,000. The expenses of the company for the year ended December 31, 1900, were as follows: Cost of Goods Sold, \$600,000; Salaries and Wages, \$100,000; Rent, \$20,000; Interest, \$10,000; Depreciation, \$10,000; Total, \$740,000. The net income of the company for the year ended December 31, 1900, was \$310,000.

6. Statement of Dividends

The dividends of the company for the year ended December 31, 1900, were as follows: Cash Dividends, \$100,000; Stock Dividends, \$50,000; Total, \$150,000.

STREET CLASSIFICATIONS (Sheet 1)

CHARACTERISTIC Type	BASIC Functions		Planned Service			
	Traffic Movement	Land Access	Area Served (linkage)	Trip Length	Speed	Parking
Local Street	Incidental	Basic	Individual Properties	Under 1/2 mile	Under 25	Permitted
Collector Street	Partial	Partial	Neighborhood	Under 1 mile	25-30	Permitted
Arterial Street	Primary	Secondary	Community	Over 1 mile	30-45	Limited
Freeway	Sole	Controlled	Region & State	Over 3 miles	45-55+	None

* Assuming conditions permit.

STREET CLASSIFICATION (Sheet 2)

CHARACTERISTIC Type	Planning Criteria							Funding
	Average Daily Traffic	Hourly Design Volume	No. of Lanes	Travelled Way	Parking Lanes	Sidewalks	Right-of- Way	
Local Street	Under 1,000	Under 100	2	20'	2 - * 8' lanes	4' 6"***	50 ***	Property C
Collector Street	1,000- 5,000	100- 500	2-4	24'+	2 - * 8' lanes	5' **	60	Property C and City Government
Arterial Street	5,000- 10,000	500- 1,000	2-6	36-48	2 - * 8' lanes	6' **	80	City Government
Freeway	10,000+	1,000+	4 or more	48+	None	None	84-110+	State & Federal Government

* Parking lanes on industrial streets: 12' desired width, 10' minimum width.

** To be installed within the right-of-way, unless a R/W is substandard (then sidewalks on private property).

*** Unless curb-section and sidewalk on private property, then 40' R/W.

the above all-weathering requirements are hereby submitted, and the same

are hereby submitted to the Commission for its consideration and approval.

The undersigned hereby certifies that the above is a true and correct copy of the original as the same appears in the records of the Commission.

Section	Sub-section	Area	Volume	Weight	Value	Remarks	Signature	Date
1	1.1	1.1.1	1.1.1.1	1.1.1.1	1.1.1.1	1.1.1.1	1.1.1.1	1.1.1.1
2	2.1	2.1.1	2.1.1.1	2.1.1.1	2.1.1.1	2.1.1.1	2.1.1.1	2.1.1.1
3	3.1	3.1.1	3.1.1.1	3.1.1.1	3.1.1.1	3.1.1.1	3.1.1.1	3.1.1.1
4	4.1	4.1.1	4.1.1.1	4.1.1.1	4.1.1.1	4.1.1.1	4.1.1.1	4.1.1.1
5	5.1	5.1.1	5.1.1.1	5.1.1.1	5.1.1.1	5.1.1.1	5.1.1.1	5.1.1.1
6	6.1	6.1.1	6.1.1.1	6.1.1.1	6.1.1.1	6.1.1.1	6.1.1.1	6.1.1.1
7	7.1	7.1.1	7.1.1.1	7.1.1.1	7.1.1.1	7.1.1.1	7.1.1.1	7.1.1.1
8	8.1	8.1.1	8.1.1.1	8.1.1.1	8.1.1.1	8.1.1.1	8.1.1.1	8.1.1.1
9	9.1	9.1.1	9.1.1.1	9.1.1.1	9.1.1.1	9.1.1.1	9.1.1.1	9.1.1.1
10	10.1	10.1.1	10.1.1.1	10.1.1.1	10.1.1.1	10.1.1.1	10.1.1.1	10.1.1.1
11	11.1	11.1.1	11.1.1.1	11.1.1.1	11.1.1.1	11.1.1.1	11.1.1.1	11.1.1.1
12	12.1	12.1.1	12.1.1.1	12.1.1.1	12.1.1.1	12.1.1.1	12.1.1.1	12.1.1.1
13	13.1	13.1.1	13.1.1.1	13.1.1.1	13.1.1.1	13.1.1.1	13.1.1.1	13.1.1.1
14	14.1	14.1.1	14.1.1.1	14.1.1.1	14.1.1.1	14.1.1.1	14.1.1.1	14.1.1.1
15	15.1	15.1.1	15.1.1.1	15.1.1.1	15.1.1.1	15.1.1.1	15.1.1.1	15.1.1.1
16	16.1	16.1.1	16.1.1.1	16.1.1.1	16.1.1.1	16.1.1.1	16.1.1.1	16.1.1.1
17	17.1	17.1.1	17.1.1.1	17.1.1.1	17.1.1.1	17.1.1.1	17.1.1.1	17.1.1.1
18	18.1	18.1.1	18.1.1.1	18.1.1.1	18.1.1.1	18.1.1.1	18.1.1.1	18.1.1.1
19	19.1	19.1.1	19.1.1.1	19.1.1.1	19.1.1.1	19.1.1.1	19.1.1.1	19.1.1.1
20	20.1	20.1.1	20.1.1.1	20.1.1.1	20.1.1.1	20.1.1.1	20.1.1.1	20.1.1.1
21	21.1	21.1.1	21.1.1.1	21.1.1.1	21.1.1.1	21.1.1.1	21.1.1.1	21.1.1.1
22	22.1	22.1.1	22.1.1.1	22.1.1.1	22.1.1.1	22.1.1.1	22.1.1.1	22.1.1.1
23	23.1	23.1.1	23.1.1.1	23.1.1.1	23.1.1.1	23.1.1.1	23.1.1.1	23.1.1.1
24	24.1	24.1.1	24.1.1.1	24.1.1.1	24.1.1.1	24.1.1.1	24.1.1.1	24.1.1.1
25	25.1	25.1.1	25.1.1.1	25.1.1.1	25.1.1.1	25.1.1.1	25.1.1.1	25.1.1.1
26	26.1	26.1.1	26.1.1.1	26.1.1.1	26.1.1.1	26.1.1.1	26.1.1.1	26.1.1.1
27	27.1	27.1.1	27.1.1.1	27.1.1.1	27.1.1.1	27.1.1.1	27.1.1.1	27.1.1.1
28	28.1	28.1.1	28.1.1.1	28.1.1.1	28.1.1.1	28.1.1.1	28.1.1.1	28.1.1.1
29	29.1	29.1.1	29.1.1.1	29.1.1.1	29.1.1.1	29.1.1.1	29.1.1.1	29.1.1.1
30	30.1	30.1.1	30.1.1.1	30.1.1.1	30.1.1.1	30.1.1.1	30.1.1.1	30.1.1.1
31	31.1	31.1.1	31.1.1.1	31.1.1.1	31.1.1.1	31.1.1.1	31.1.1.1	31.1.1.1
32	32.1	32.1.1	32.1.1.1	32.1.1.1	32.1.1.1	32.1.1.1	32.1.1.1	32.1.1.1
33	33.1	33.1.1	33.1.1.1	33.1.1.1	33.1.1.1	33.1.1.1	33.1.1.1	33.1.1.1
34	34.1	34.1.1	34.1.1.1	34.1.1.1	34.1.1.1	34.1.1.1	34.1.1.1	34.1.1.1
35	35.1	35.1.1	35.1.1.1	35.1.1.1	35.1.1.1	35.1.1.1	35.1.1.1	35.1.1.1
36	36.1	36.1.1	36.1.1.1	36.1.1.1	36.1.1.1	36.1.1.1	36.1.1.1	36.1.1.1
37	37.1	37.1.1	37.1.1.1	37.1.1.1	37.1.1.1	37.1.1.1	37.1.1.1	37.1.1.1
38	38.1	38.1.1	38.1.1.1	38.1.1.1	38.1.1.1	38.1.1.1	38.1.1.1	38.1.1.1
39	39.1	39.1.1	39.1.1.1	39.1.1.1	39.1.1.1	39.1.1.1	39.1.1.1	39.1.1.1
40	40.1	40.1.1	40.1.1.1	40.1.1.1	40.1.1.1	40.1.1.1	40.1.1.1	40.1.1.1
41	41.1	41.1.1	41.1.1.1	41.1.1.1	41.1.1.1	41.1.1.1	41.1.1.1	41.1.1.1
42	42.1	42.1.1	42.1.1.1	42.1.1.1	42.1.1.1	42.1.1.1	42.1.1.1	42.1.1.1
43	43.1	43.1.1	43.1.1.1	43.1.1.1	43.1.1.1	43.1.1.1	43.1.1.1	43.1.1.1
44	44.1	44.1.1	44.1.1.1	44.1.1.1	44.1.1.1	44.1.1.1	44.1.1.1	44.1.1.1
45	45.1	45.1.1	45.1.1.1	45.1.1.1	45.1.1.1	45.1.1.1	45.1.1.1	45.1.1.1
46	46.1	46.1.1	46.1.1.1	46.1.1.1	46.1.1.1	46.1.1.1	46.1.1.1	46.1.1.1
47	47.1	47.1.1	47.1.1.1	47.1.1.1	47.1.1.1	47.1.1.1	47.1.1.1	47.1.1.1
48	48.1	48.1.1	48.1.1.1	48.1.1.1	48.1.1.1	48.1.1.1	48.1.1.1	48.1.1.1
49	49.1	49.1.1	49.1.1.1	49.1.1.1	49.1.1.1	49.1.1.1	49.1.1.1	49.1.1.1
50	50.1	50.1.1	50.1.1.1	50.1.1.1	50.1.1.1	50.1.1.1	50.1.1.1	50.1.1.1
51	51.1	51.1.1	51.1.1.1	51.1.1.1	51.1.1.1	51.1.1.1	51.1.1.1	51.1.1.1
52	52.1	52.1.1	52.1.1.1	52.1.1.1	52.1.1.1	52.1.1.1	52.1.1.1	52.1.1.1
53	53.1	53.1.1	53.1.1.1	53.1.1.1	53.1.1.1	53.1.1.1	53.1.1.1	53.1.1.1
54	54.1	54.1.1	54.1.1.1	54.1.1.1	54.1.1.1	54.1.1.1	54.1.1.1	54.1.1.1
55	55.1	55.1.1	55.1.1.1	55.1.1.1	55.1.1.1	55.1.1.1	55.1.1.1	55.1.1.1
56	56.1	56.1.1	56.1.1.1	56.1.1.1	56.1.1.1	56.1.1.1	56.1.1.1	56.1.1.1
57	57.1	57.1.1	57.1.1.1	57.1.1.1	57.1.1.1	57.1.1.1	57.1.1.1	57.1.1.1
58	58.1	58.1.1	58.1.1.1	58.1.1.1	58.1.1.1	58.1.1.1	58.1.1.1	58.1.1.1
59	59.1	59.1.1	59.1.1.1	59.1.1.1	59.1.1.1	59.1.1.1	59.1.1.1	59.1.1.1
60	60.1	60.1.1	60.1.1.1	60.1.1.1	60.1.1.1	60.1.1.1	60.1.1.1	60.1.1.1
61	61.1	61.1.1	61.1.1.1	61.1.1.1	61.1.1.1	61.1.1.1	61.1.1.1	61.1.1.1
62	62.1	62.1.1	62.1.1.1	62.1.1.1	62.1.1.1	62.1.1.1	62.1.1.1	62.1.1.1
63	63.1	63.1.1	63.1.1.1	63.1.1.1	63.1.1.1	63.1.1.1	63.1.1.1	63.1.1.1
64	64.1	64.1.1	64.1.1.1	64.1.1.1	64.1.1.1	64.1.1.1	64.1.1.1	64.1.1.1
65	65.1	65.1.1	65.1.1.1	65.1.1.1	65.1.1.1	65.1.1.1	65.1.1.1	65.1.1.1
66	66.1	66.1.1	66.1.1.1	66.1.1.1	66.1.1.1	66.1.1.1	66.1.1.1	66.1.1.1
67	67.1	67.1.1	67.1.1.1	67.1.1.1	67.1.1.1	67.1.1.1	67.1.1.1	67.1.1.1
68	68.1	68.1.1	68.1.1.1	68.1.1.1	68.1.1.1	68.1.1.1	68.1.1.1	68.1.1.1
69	69.1	69.1.1	69.1.1.1	69.1.1.1	69.1.1.1	69.1.1.1	69.1.1.1	69.1.1.1
70	70.1	70.1.1	70.1.1.1	70.1.1.1	70.1.1.1	70.1.1.1	70.1.1.1	70.1.1.1
71	71.1	71.1.1	71.1.1.1	71.1.1.1	71.1.1.1	71.1.1.1	71.1.1.1	71.1.1.1
72	72.1	72.1.1	72.1.1.1	72.1.1.1	72.1.1.1	72.1.1.1	72.1.1.1	72.1.1.1
73	73.1	73.1.1	73.1.1.1	73.1.1.1	73.1.1.1	73.1.1.1	73.1.1.1	73.1.1.1
74	74.1	74.1.1	74.1.1.1	74.1.1.1	74.1.1.1	74.1.1.1	74.1.1.1	74.1.1.1
75	75.1	75.1.1	75.1.1.1	75.1.1.1	75.1.1.1	75.1.1.1	75.1.1.1	75.1.1.1
76	76.1	76.1.1	76.1.1.1	76.1.1.1	76.1.1.1	76.1.1.1	76.1.1.1	76.1.1.1
77	77.1	77.1.1	77.1.1.1	77.1.1.1	77.1.1.1	77.1.1.1	77.1.1.1	77.1.1.1
78	78.1	78.1.1	78.1.1.1	78.1.1.1	78.1.1.1	78.1.1.1	78.1.1.1	78.1.1.1
79	79.1	79.1.1	79.1.1.1	79.1.1.1	79.1.1.1	79.1.1.1	79.1.1.1	79.1.1.1
80	80.1	80.1.1	80.1.1.1	80.1.1.1	80.1.1.1	80.1.1.1	80.1.1.1	80.1.1.1
81	81.1	81.1.1	81.1.1.1	81.1.1.1	81.1.1.1	81.1.1.1	81.1.1.1	81.1.1.1
82	82.1	82.1.1	82.1.1.1	82.1.1.1	82.1.1.1	82.1.1.1	82.1.1.1	82.1.1.1
83	83.1	83.1.1	83.1.1.1	83.1.1.1	83.1.1.1	83.1.1.1	83.1.1.1	83.1.1.1
84	84.1	84.1.1	84.1.1.1	84.1.1.1	84.1.1.1	84.1.1.1	84.1.1.1	84.1.1.1
85	85.1	85.1.1	85.1.1.1	85.1.1.1	85.1.1.1	85.1.1.1	85.1.1.1	85.1.1.1
86	86.1	86.1.1	86.1.1.1	86.1.1.1	86.1.1.1	86.1.1.1	86.1.1.1	86.1.1.1
87	87.1	87.1.1	87.1.1.1	87.1.1.1	87.1.1.1	87.1.1.1	87.1.1.1	87.1.1.1
88	88.1	88.1.1	88.1.1.1	88.1.1.1	88.1.1.1	88.1.1.1	88.1.1.1	88.1.1.1
89	89.1	89.1.1	89.1.1.1	89.1.1.1	89.1.1.1	89.1.1.1	89.1.1.1	89.1.1.1
90	90.1	90.1.1	90.1.1.1	90.1.1.1	90.1.1.1	90.1.1.1	90.1.1.1	90.1.1.1
91	91.1	91.1.1	91.1.1.1	91.1.1.1	91.1.1.1	91.1.1.1	91.1.1.1	91.1.1.1
92	92.1	92.1.1	92.1.1.1	92.1.1.1	92.1.1.1	92.1.1.1	92.1.1.1	92.1.1.1
93	93.1	93.1.1	93.1.1.1	93.1.1.1	93.1.1.1	93.1.1.1	93.1.1.1	93.1.1.1
94	94.1	94.1.1	94.1.1.1	94.1.1.1	94.1.1.1	94.1.1.1	94.1.1.1	94.1.1.1
95	95.1	95.1.1	95.1.1.1	95.1.1.1	95.1.1.1	95.1.1.1	95.1.1.1	95.1.1.1
96	96.1	96.1.1	96.1.1.1	96.1.1.1	96.1.1.1	96.1.1.1	96.1.1.1	96.1.1.1
97	97.1	97.1.1	97.1.1.1	97.1.1.1	97.1.1.1	97.1.1.1	97.1.1.1	97.1.1.1
98	98.1	98.1.1	98.1.1.1	98.1.1.1	98.1.1.1	98.1.1.1	98.1.1.1	98.1.1.1
99	99.1	99.1.1	99.1.1.1	99.1.1.1	99.1.1.1	99.1.1.1	99.1.1.1	99.1.1.1
100	100.1	100.1.1	100.1.1.1	100.1.1.1	100.1.1.1	100.1.1.1	100.1.1.1	100.1.1.1

5. SUBDIVISION STREET STANDARDS (cont.)

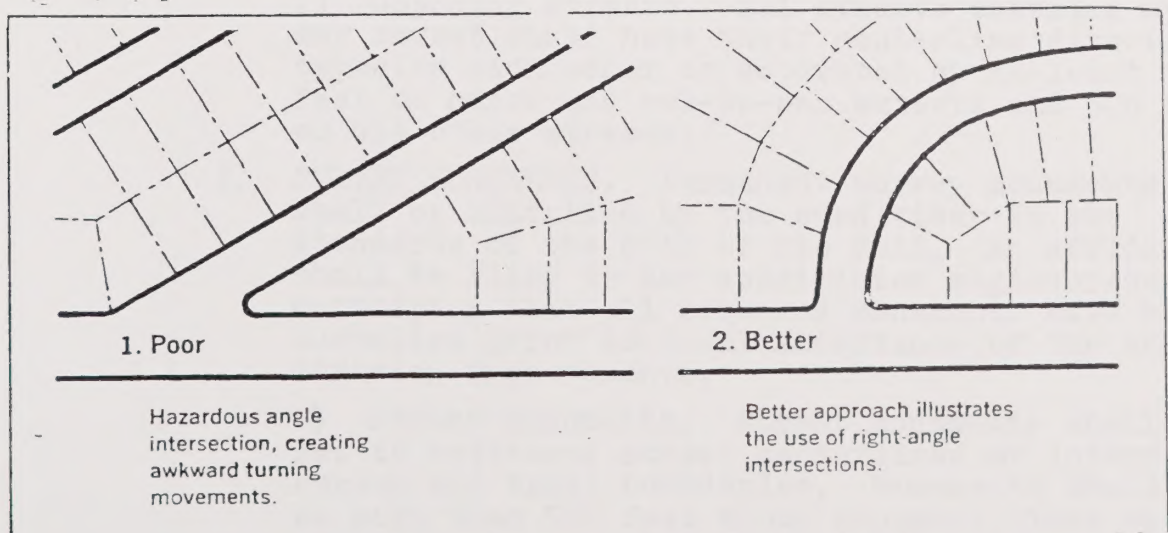
2) Lot Monuments. Lot monuments shall be set at all lot corners and angle points marking the extremities of each lot in the subdivision. In case a physical barrier prevents setting the monument on the true corner, a witness monument shall be set at a definite distance from the true corner and the location of the witness corners shall be noted on the final subdivision map.

j. DRAINAGE REQUIREMENTS

1) Design. Drainage facilities, designed in accordance with accepted engineering principles and located in public streets or easements, shall be provided to care for drainage. Drainage facilities and design criteria shall be approved by the City Engineer. Upstream area shall be considered as if fully developed. Downstream facilities shall be adequate to accomodate the design flow.

2) Watercourses. Artificial and natural watercourses shall be placed in closed conduits where the flow requires a 48-inch concrete pipe or less. All permitted open ditches and channels shall be fenced with chain link fence and lined with concrete. Design of access, bottom width, and shoulder width shall be such that the drainage facility may be adequately and efficiently maintained.

k. HILLSIDE SUBDIVISIONS. Where terrain precludes use of these standards, the City of Rio Dell will adopt practical modifications upon advice and recommendation of the City Engineer.



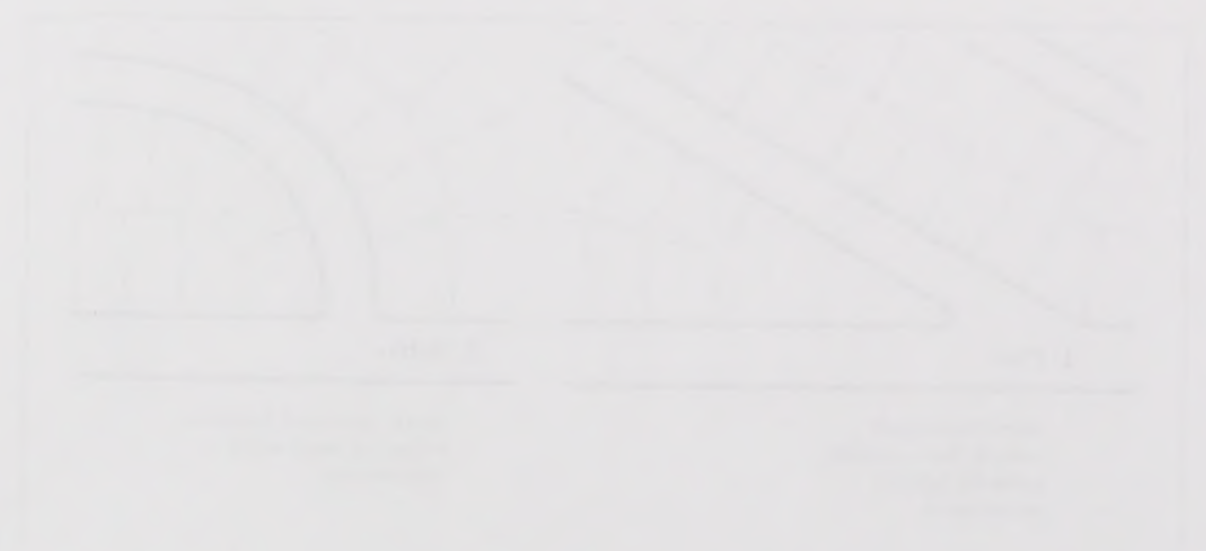
1. The purpose of this document is to provide information on the status of the project and to recommend the course of action to be taken. It is based on the information available to the project at the time of writing.

2. SUMMARY OF THE PROJECT

The project is a study of the effects of the proposed changes on the system. It is a preliminary study and is intended to provide information on the status of the project and to recommend the course of action to be taken. It is based on the information available to the project at the time of writing.

The project is a study of the effects of the proposed changes on the system. It is a preliminary study and is intended to provide information on the status of the project and to recommend the course of action to be taken. It is based on the information available to the project at the time of writing.

The project is a study of the effects of the proposed changes on the system. It is a preliminary study and is intended to provide information on the status of the project and to recommend the course of action to be taken. It is based on the information available to the project at the time of writing.



5. SUBDIVISION STREET STANDARDS (cont.)

c. DRIVEWAYS. PCC driveways shall be required throughout with the following minimum and maximum dimensions.

<u>Minimum</u>	<u>Maximum</u>
Thickness 5 1/2"	Width 35'
Width 10'	

(Width dimension does not include curb taper)

d. STREET LIGHTS. Street lights shall be required in all subdivisions.

e. STREET NAME SIGNS. Street name and traffic control signs shall be installed to the standard of the City of Rio Dell at the subdivider's expense.

f. STREET TREES. Street trees may be required at the subdivider's expense, at the discretion of the Planning Commission and City Council.

g. UTILITIES.

1) Installation. All underground utility installations under roadways shall be completed prior to the paving of the roadway.

2) Easements. Utility easements shall be provided by the subdivider as required by the local public agency.

h. STREET ALIGNMENT.

1) Intersection Angle. All streets shall intersect at right angles and shall have at least 50 feet of centerline tangent adjacent to the intersection. The intersection angle may be reduced provided approval is granted by the City Engineer, but in no case shall the angle be less than 60°.

2) Opposing Streets. All streets entering upon any street shall have their centerline directly opposite each other or separated by at least 125 feet on minor and cul-de-sac streets and 300 feet on all other streets.

i. SURVEY MONUMENTS. Permanent survey monuments shall be installed by the subdivider to the standards of the City of Rio Dell. An affidavit shall be filed by the subdivision engineer/surveyor certifying that all required monuments have been installed prior to final acceptance of the subdivision improvements.

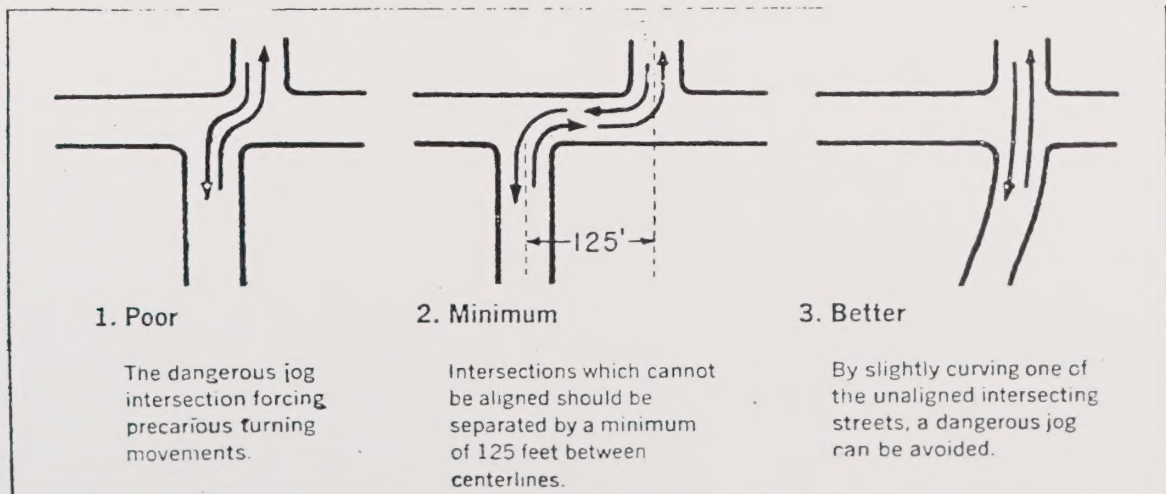
1) Street Monuments. Street monuments shall be set to reference street centerlines at intersections curves and tract boundaries. Monuments shall not be more than 500 feet along monument lines and shall be shown on the final subdivision map or parcel map.

6. Right of Way Standards

The following widths are considered to be the desirable minimum in each instance.

ITEM	MINIMUM WIDTH	STREET CLASSIFICATION
Moving Lane	12 feet	Freeway, arterial, collector & industrial
	10 feet	Minor, cul-de-sac, alley
Shoulder or parking lane	10 feet	Industrial
	8 feet	All others
Curb Lane	2 feet increase to curbface	All streets (except alley) in lieu of shoulder or parking lane
Right-of-way line to curb face or shoulder	10 feet	All streets (except alleys and industrial)
Curve <u>radius</u> for turn around	40 feet	Cul-de-sac
Maximum length from intersecting street to center of turn-around	500 feet	Cul-de-sac

Source: "Street Standards Guide for California Cities,"
League of California Cities, 1967, pg. 4



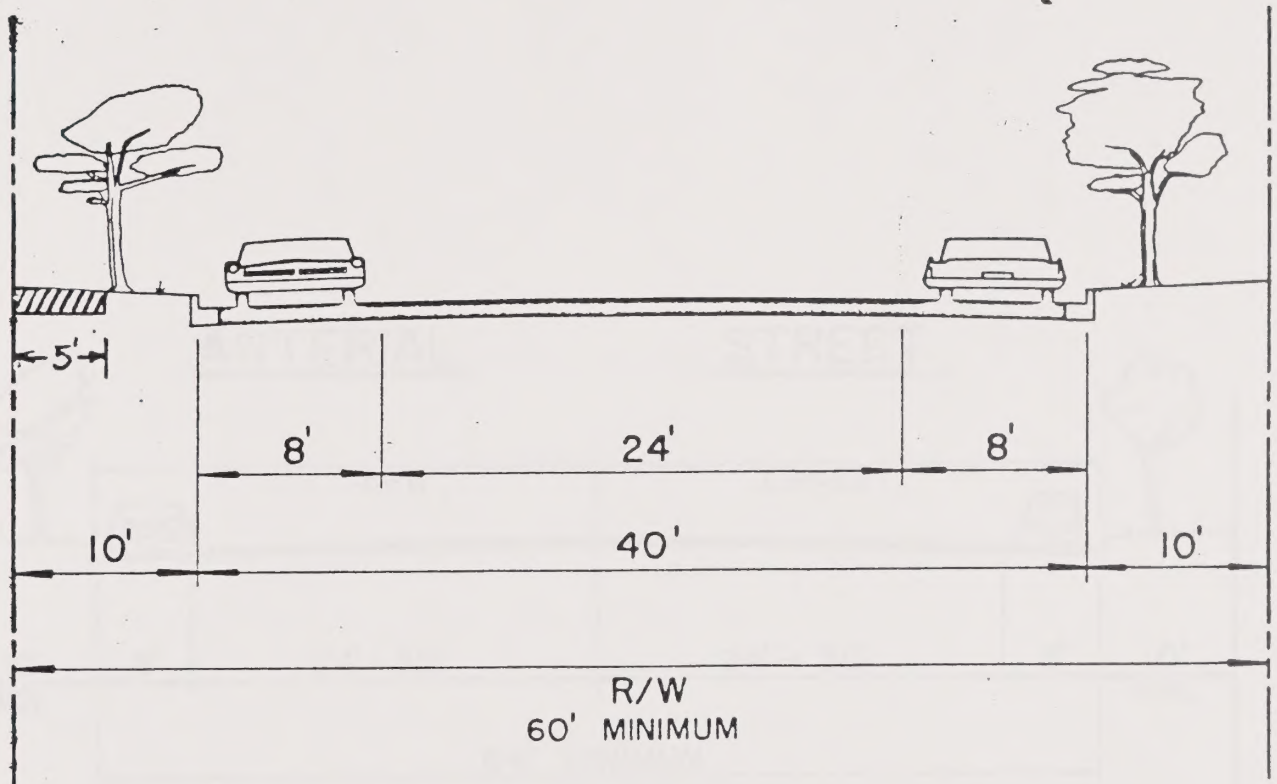
The following table shows the results of the ...

Year	1950	1951	1952
1950	100	100	100
1951	100	100	100
1952	100	100	100
1953	100	100	100
1954	100	100	100
1955	100	100	100
1956	100	100	100
1957	100	100	100
1958	100	100	100
1959	100	100	100
1960	100	100	100
1961	100	100	100
1962	100	100	100
1963	100	100	100
1964	100	100	100
1965	100	100	100
1966	100	100	100
1967	100	100	100
1968	100	100	100
1969	100	100	100
1970	100	100	100
1971	100	100	100
1972	100	100	100
1973	100	100	100
1974	100	100	100
1975	100	100	100
1976	100	100	100
1977	100	100	100
1978	100	100	100
1979	100	100	100
1980	100	100	100
1981	100	100	100
1982	100	100	100
1983	100	100	100
1984	100	100	100
1985	100	100	100
1986	100	100	100
1987	100	100	100
1988	100	100	100
1989	100	100	100
1990	100	100	100
1991	100	100	100
1992	100	100	100
1993	100	100	100
1994	100	100	100
1995	100	100	100
1996	100	100	100
1997	100	100	100
1998	100	100	100
1999	100	100	100
2000	100	100	100
2001	100	100	100
2002	100	100	100
2003	100	100	100
2004	100	100	100
2005	100	100	100
2006	100	100	100
2007	100	100	100
2008	100	100	100
2009	100	100	100
2010	100	100	100
2011	100	100	100
2012	100	100	100
2013	100	100	100
2014	100	100	100
2015	100	100	100
2016	100	100	100
2017	100	100	100
2018	100	100	100
2019	100	100	100
2020	100	100	100
2021	100	100	100
2022	100	100	100
2023	100	100	100
2024	100	100	100
2025	100	100	100
2026	100	100	100
2027	100	100	100
2028	100	100	100
2029	100	100	100
2030	100	100	100
2031	100	100	100
2032	100	100	100
2033	100	100	100
2034	100	100	100
2035	100	100	100
2036	100	100	100
2037	100	100	100
2038	100	100	100
2039	100	100	100
2040	100	100	100
2041	100	100	100
2042	100	100	100
2043	100	100	100
2044	100	100	100
2045	100	100	100
2046	100	100	100
2047	100	100	100
2048	100	100	100
2049	100	100	100
2050	100	100	100
2051	100	100	100
2052	100	100	100
2053	100	100	100
2054	100	100	100
2055	100	100	100
2056	100	100	100
2057	100	100	100
2058	100	100	100
2059	100	100	100
2060	100	100	100
2061	100	100	100
2062	100	100	100
2063	100	100	100
2064	100	100	100
2065	100	100	100
2066	100	100	100
2067	100	100	100
2068	100	100	100
2069	100	100	100
2070	100	100	100
2071	100	100	100
2072	100	100	100
2073	100	100	100
2074	100	100	100
2075	100	100	100
2076	100	100	100
2077	100	100	100
2078	100	100	100
2079	100	100	100
2080	100	100	100
2081	100	100	100
2082	100	100	100
2083	100	100	100
2084	100	100	100
2085	100	100	100
2086	100	100	100
2087	100	100	100
2088	100	100	100
2089	100	100	100
2090	100	100	100
2091	100	100	100
2092	100	100	100
2093	100	100	100
2094	100	100	100
2095	100	100	100
2096	100	100	100
2097	100	100	100
2098	100	100	100
2099	100	100	100
2100	100	100	100

The following table shows the results of the ...

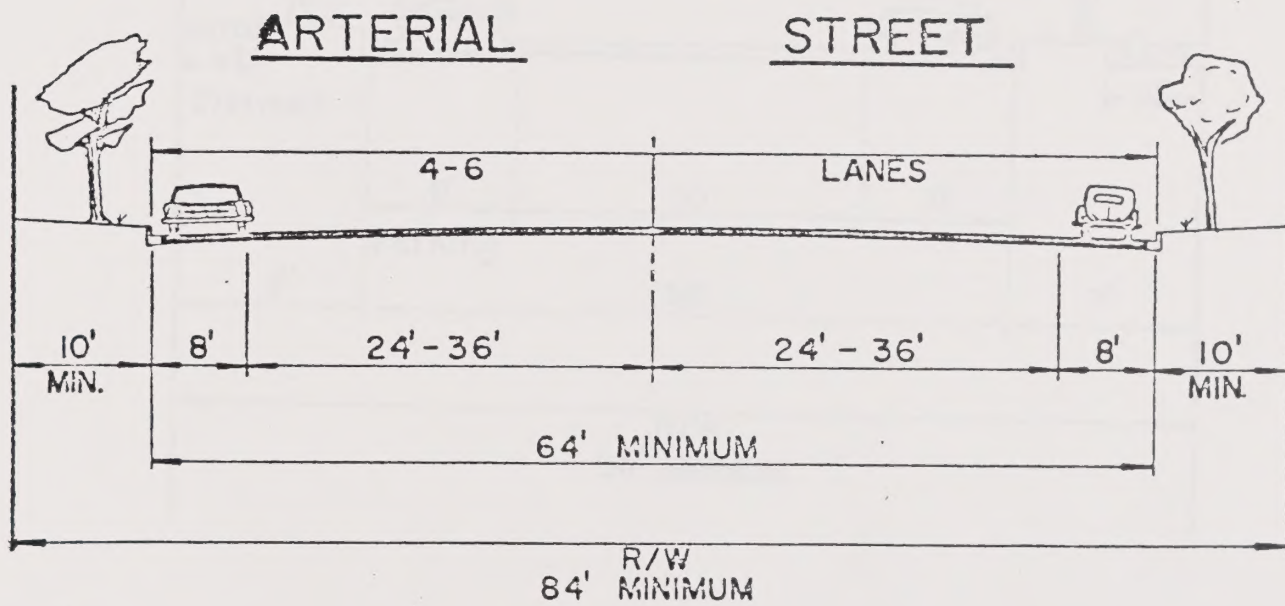


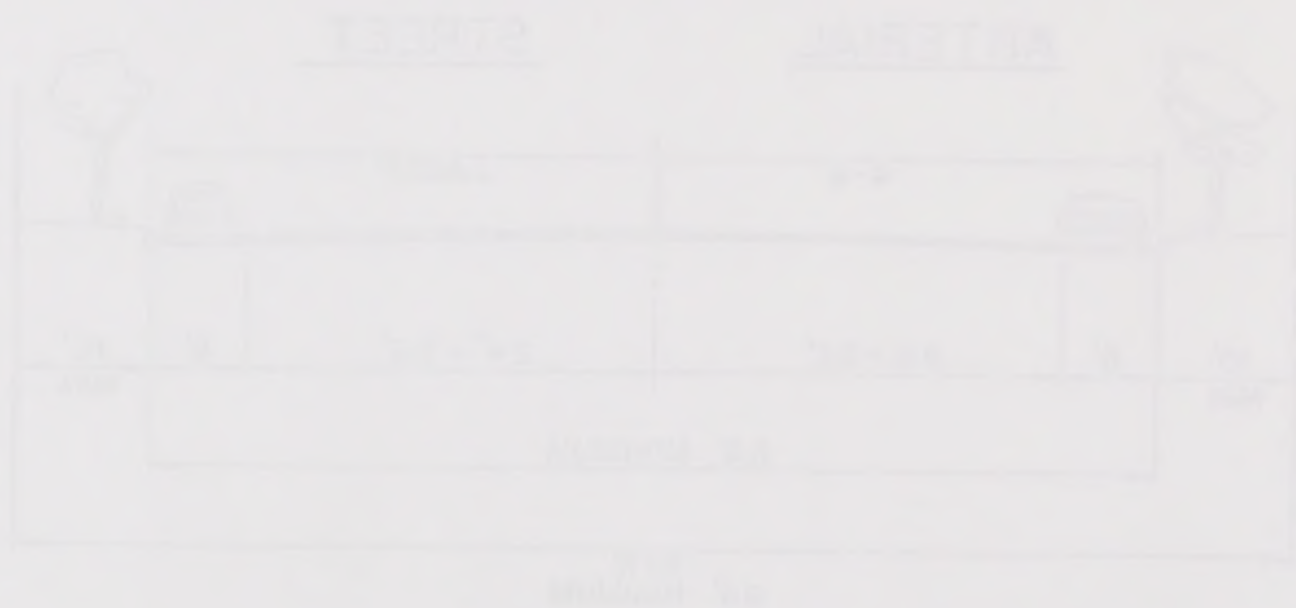
COLLECTOR STREET



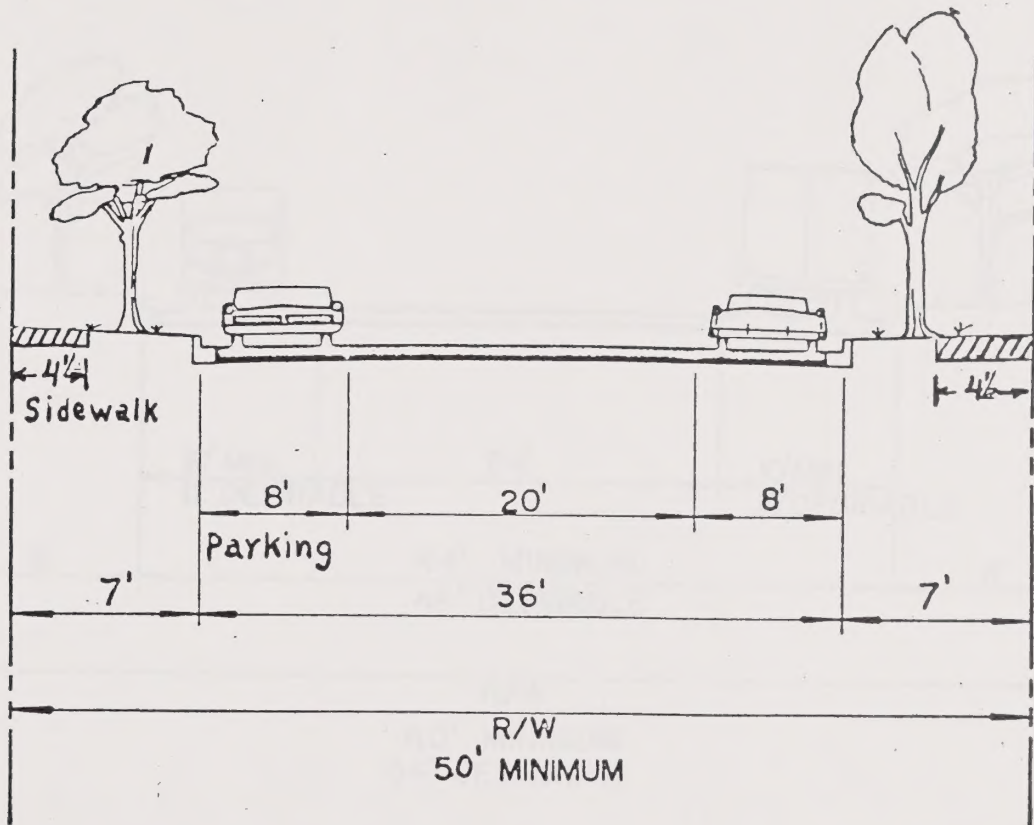
COLLECTOR STREET







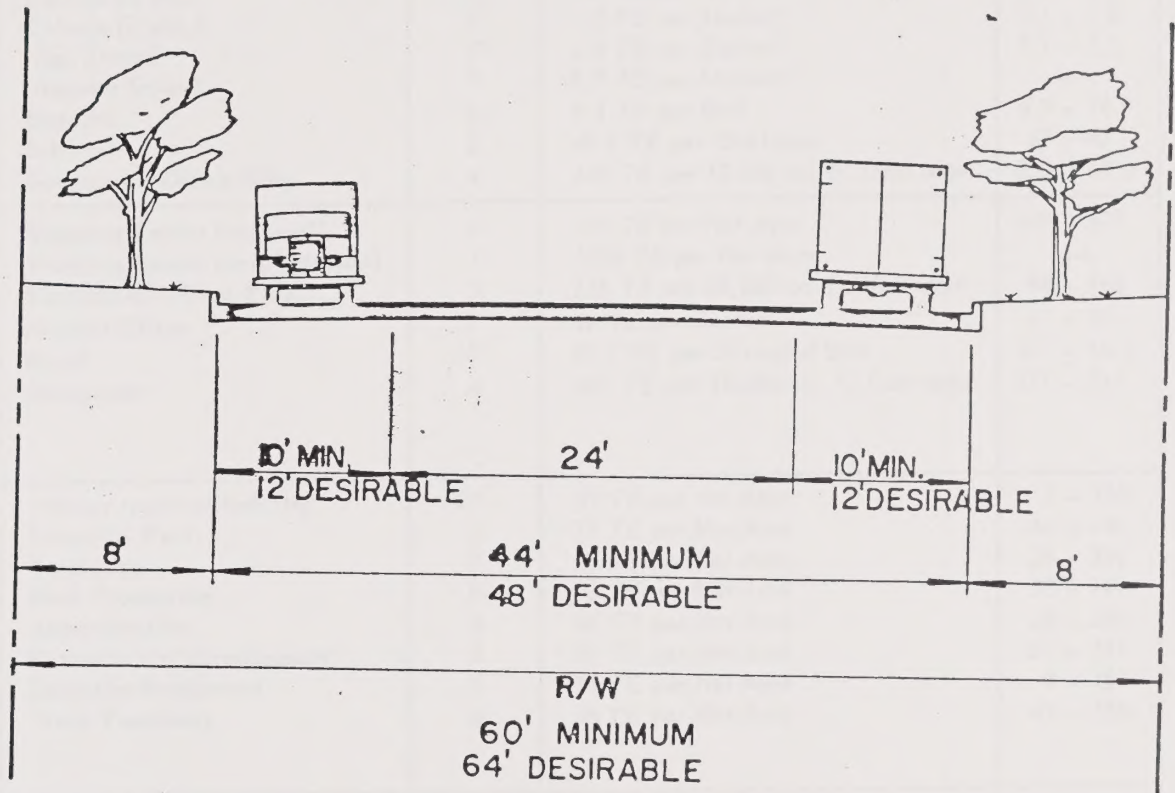
MINOR STREET



THEATRE ROOM



INDUSTRIAL STREET



INDUSTRIAL STREET



GENERAL GUIDE ON TRIP END GENERATION RATES BY LAND USE

TYPE OF LAND USE	TYPE OF DEVELOPMENT	NO. OF STUDIES	WEEKDAY TRIP END GENERATION RATES	
			AVERAGE*	RANGE
RESIDENTIAL	Subdivision	20	9.5 TE per Occupied Dwelling Unit	6.4 - 12.7
	Apartment	16	5.8 TE per Occupied Dwelling Unit	3.1 - 7.9
	Mobile Home Park	17	5.4 TE per Occupied Dwelling Unit	2.8 - 6.8
	Retirement Community	5	3.3 TE per Occupied Dwelling Unit	2.9 - 4.9
MAJOR INSTITUTION	College (4 yrs.)	5	2.2 TE per Student	1.9 - 2.7
	College (2 yrs.)	4	1.3 TE per Student	1.1 - 1.6
	High School	5	1.3 TE per Student	1.1 - 2.1
	Grammar School	1	0.7 TE per Student	—
	Hospital	8	9.4 TE per Bed	4.5 - 14.9
	Library	3	49.8 TE per Employee	37 - 82
	Government Office Bldg.	4	440 TE per 10,000 sq. ft. floor area	250 - 1391
COMMERCIAL	Shopping Center (regional)	4	315 TE per Net Acre	149 - 671
	Shopping Center (neighborhood)	1	1000 TE per Net Acre	—
	Commercial Office Bldg.	5	125 TE per 10,000 sq. ft. floor area	94 - 166
	Medical Office	4	41 TE per Doctor	31 - 53
	Motel	10	10.1 TE per Occupied Unit	4.7 - 14.6
	Restaurant	4	499 TE per 10,000 sq. ft. floor area	311 - 734
INDUSTRIAL	Various types of Industry	27	79 TE per Net Acre	9 - 350
	Industrial Park	3	77 TE per Net Acre	66 - 140
	Warehouse	9	81 TE per Net Acre	28 - 256
	Mass Production	8	93 TE per Net Acre	38 - 191
	Administration	8	60 TE per Net Acre	28 - 229
	Research and Development	8	58 TE per Net Acre	31 - 127
	Specialty Production	7	39 TE per Net Acre	9 - 159
	Truck Terminals	4	56 TE per Net Acre	43 - 128
RECREATIONAL	Picnicking	25	0.8 TE per Total Acre	0.1 - 35
	Winery with Tasting Room	1	11.0 TE per Employee	—
	Golf Course (18-hole)	6	6.4 TE per Acre	2.5 - 10.9
			816 TE per Golf Course	237 - 1524
	Golf Course (9-hole)	1	176 TE per Golf Course	—
	Bowling Lane	1	33 TE per Lane	—
	Marina	3	4.8 TE per Berth	3.2 - 10.0
	Ocean Beaches	12	44 TE per 1000 ft. of Beach	8.0 - 345
	Swimming	6	7.4 TE per Total Acre	1.7 - 20
	Hiking Trails	17	0.5 TE per Total Acre	0.1 - 10.3
AIRPORT	Overnight Camping	9	0.3 TE per Total Acre	0.1 - 12.2
	General Aviation	7	9.5 TE per Based Aircraft	2.4 - 20.1

SOURCE: California Dept. of Transportation, District 4 Trip Ends Generation Research Counts.
Except for Fresno State College, all studies were taken within the San Francisco Bay Area.

*NOTES: Average rates are weighted from the total number of studies for each type of development with ranges shown.
They will be updated periodically as more studies are made. Average rate for developments with limited number of studies may be substantially changed.

INFORMATION ONLY

Land Use/Housing/Circulation Data Core

Total Acreage*

Moderate Low Density

(Single Family Residential Land Use)
(2.0-6.0 dwelling units (d.u.) per gross acre)

<u>Net Acres</u>	<u>Dwelling Units (at 2.75/net acre)</u>	<u>Average Trip Ends (ATE)</u>		
		<u>Low</u>	<u>Average</u>	<u>High</u>
3.5	9.6	61.6	91.4	122.2
46.0	127.0	816.0	1211.3	1619.3
5.5	15.1	96.8	143.7	192.0
22.5	61.9	396.0	587.8	785.8
4.7	12.9	82.7	122.8	164.1
21.0	57.8	369.6	548.6	733.4
9.6	26.4	169.0	250.8	335.3
5.8	16.0	102.0	151.5	202.6
15.6	42.9	274.6	407.6	544.8
6.1	16.8	107.4	159.4	213.0
3.2	8.8	56.3	83.6	111.8
1.6	7.0	45.1	46.9	89.4
4.2	11.6	73.9	110.2	147.3
14.3	39.3	251.7	373.6	499.4
7.4	20.4	103.2	193.3	258.4
13.6	37.4	239.4	355.3	475.0
7.8	21.45	137.3	203.8	272.4
.7	1.9	12.3	18.3	24.4
16.0	44.0	281.6	418.0	558.8
15.5	42.6	272.8	404.9	541.3
2.3	6.3	40.5	60.1	80.3
2.2	6.1	38.7	57.5	76.8
1.9	5.2	33.4	49.6	66.4
231.0	638.45	4061.9	6050.0	8114.2

* Data on these pages generated by Student Intern David Anderson

Land Use/Housing/Circulation Data Core (cont.)

Medium Denisty

(Multi-Family Residential Land Use)
(5-15 d.u. per gross acre)

Group	Net Area	Low		Medium		High	
	Grouping Acres	D.U. 5 @ net acre	ATE 9.5/d.u.	D.U. 10/A	ATE 5.8/d.u.	D.U. 15/A	ATE 5.8/d.u.
	11.4	57	542	114	66	171	992
	5.9	29	275	59	360	88	510
	1.2	6	57	12	70	18	104
(AA)	6.9	34	323	69	400	103	597
	.46	2	19	4	27	6	35
	2.75	13	124	27	160	41	238
	.62	3	29	6	36	9	52
	1.56	7	67	15	90	23	133
	1.53	7	67	15	89	23	133
	1.69	8	76	16	98	25	145
	1.68	8	76	16	97	25	145
	6.19	31	295	62	360	92	537
(AB)	4.2	21	200	42	243	63	365
	.6	3	29	6	35	9	52
(AC)	4.5	22	209	45	361	69	400
(AD)	4.78	24	228	48	278	71	412
	1.38	7	67	14	81	20	116
(AE)	4.85	24	223	48	231	72	410
	1.5	7	67	15	87	22	128
	2.8	14	134	28	138	42	244
	2.0	10	95	20	116	30	174
	.58	3	29	5	34	8	46
	0.67	3	29	6	39	10	58
	3.73	18	174	37	216	56	325
TOTAL	73.5	361	3,439	729	4,357	1,096	6,269

Land Use/Housing/Circulation Data Core (cont.)

High Density

(Multiple-family Residential Land Use)
(15-29 D.U. per gross acre)

Net Area	Low		Medium		High	
	D.U. 15 @ net acre	ATE 5.8/D.U.	D.U. 22/A	ATE 5.8/D.U.	D.U. 29/A	ATE 5.8/D.U.
.6	9.0	52.2	13.2	76.6	17.4	100.9
1.9	28.5	165.3	41.8	242.4	55.1	319.6
.23	3.45	20.0	5.1	29.3	6.7	38.7
10.6	159.0	922.2	233.2	1352.6	307.4	1782.9
2.65*	39.8	214.9*	58.3**	338.1	76.8**	445.4
1.56*	23.4	126.4*	34.3**	198.9	45.2**	262.2
2.8	42.0	243.6	61.6	357.3	81.2	480.0
5.9	88.5	513.3	129.8	752.8	171.1	992.3
3.4	51.0	295.8	74.8	433.8	98.6	571.9
TOTAL	29.63	444.65	652.1	3781.8	859.5	4993.9

* Mobile Homes - 5.4 ATE/D.U.

** Apartments at these higher densities.

Land Use/Housing/Circulation Data Core (cont.)

Commercial Land Use

Net Area

.74
1.2
5.49
9.2
TOTAL 16.63

Available Formulas do not readily apply to Rio Dell.

Freeway Commercial

Net Area

19.30
.91
8.3
.57
1.15
.82
TOTAL 30.85

Since Freeway Commercial land uses are adjacent to the Davis Street interchange, this traffic will generally remain adjacent to the on- and off-ramps.

Industrial Land Use

Acres	ATE		
	Low (56/A)	Medium (66.5/A)	High (56/A)
6.7*	375.2	445.6	513
6.7	375.2	445.6	513
TOTAL 12.14	750.4	890.12	1026

NOTE:
Industrial
ATE = 77/A
Truck Term.
ATE = 56/A
The 66.5 ATE
figure is an
average.

* Too big includes some R/W

Public/Semi-Public

Net Area	Use	ATE
1.15	Church	
.48	Church	
.3	Church	
4.55	Fire Dept./Old City Hall	
19.9	Elementary School	
2.6	Sewage Plant	
1.6	Police Dept./City Hall	
.14	American Legion	
.28	Church	
TOTAL 31.00 Ac.		

Inventory List

Item

Qty

Unit

Value

Total

Notes

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

Inventory List

Item

Qty

Unit

Value

Total

Notes

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

Inventory List

Item

Qty

Unit

Value

Total

Notes

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

Inventory List

Item

Qty

Unit

Value

Total

Notes

100

100

100

100

100

100

100

100

100

Appendix D
Mandated Capital Improvement Programming

Section 65401. Recommendation of Proposed Public Works;
Coordination of Program

If a general plan or part thereof has been adopted, within such time as may be fixed by the legislative body, each county or city officer, department, board, or commission, and each governmental body, commission, or board, including the governing body of any special district or school district, whose jurisdiction lies wholly or partially within the county or city, whose functions include recommending, preparing plans for, or constructing, major public works, shall submit to the official agency, as designated by the respective county board of supervisors or city council, a list of the proposed public works recommended for planning, initiation or construction during the ensuing fiscal year. The official agency receiving the list of proposed public works shall list and classify all such recommendations and shall prepare a coordinated program of proposed public works for the ensuing fiscal year. Such coordinated program shall be submitted to the county or city planning agency for review and report to said official agency as to conformity with the adopted general plan or part thereof.

Section 65402. Acquisition or Disposition of Property;
Construction of Buildings; Requirements
Before Action

(a) If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, no street shall be vacated or abandoned, and no public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such acquisition or disposition, such street vacation or abandonment, or such public building or structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof.



THE UNIVERSITY OF CALIFORNIA

THE UNIVERSITY OF CALIFORNIA
 LIBRARY

IT is a general rule in the study of the history of the

United States that we are to look for the history of the

country to be very different from that of the country

and with numerous local, regional, and national differences

the general rule of the history of the United States is

that the history of the United States is not a single story

but a series of stories, each with its own history, which is the

history of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history

THE UNIVERSITY OF CALIFORNIA LIBRARY

THE UNIVERSITY OF CALIFORNIA LIBRARY

THE UNIVERSITY OF CALIFORNIA LIBRARY

IT is a general rule in the study of the history of the

United States that we are to look for the history of the

country to be very different from that of the country

and with numerous local, regional, and national differences

the general rule of the history of the United States is

that the history of the United States is not a single story

but a series of stories, each with its own history, which is the

history of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history

of the country, as determined by the country's history